Success Stories Report

June 1996

Thank you for your efforts in completing the latest round of Clean Cities Success Stories; completing and returning the Success Stories makes a big difference to the National Clean Cities staff and helps us fulfill our reporting requirements. As we prepare for the next round of Success Stories, the National Clean Cities Program would like to address some common concerns you raised in the last round of Success Stories and to provide feedback on the valuable information contained in your Success Stories. Within a month, we will be sending you the request for the next round of Clean Cities Success Stories.

This report is based on your Success Stories submittions for 1995, and covers your responses to the questions on the Clean Cities Success Stories form. It is organized as follows:

How Did the National Clean Cities Program Use Your Success Stories?

The Success Stories provided valuable information that was used by the Clean Cities staff in a vareity of ways.

Report to Congress

Some of your Success Stories were used by the National Clean Cities staff in creating the upcoming *Clean Cities Program First Report to Congress*. A few Success Stories were selected as examples of accomplishments of the Clean Cities Program. In addition, input from your Success Stories was used in the text of the report. If you would like a copy of the *Clean Cities Program First Report to Congress* when it is published, contact TG Powell at (301) 951-1717.

1996 Funding Guide

We are using information on laws and incentives that was included in some of your Success Stories to help update the *Clean Cities Guide to Alternative Fuel Vehicle Incentives and Laws* publication for 1996.

Congressional Testimony and Clean Cities Database Update

Your Success Stories were used to update the Clean Cities Database. Information from your Success Stories and the Clean Cities Database was included in Congressional testimony by U.S. Department of Energy (DOE) officials.

Newsletters

Select information from some Success Stories was featured in recent issues of the *Clean Cities Communicator* and *Clean Cities Drive* newsletters. ‘

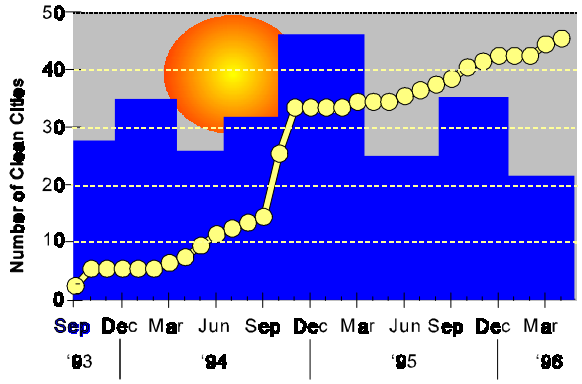
Examples of Selected Success Stories

The following are examples of the measurable program successes and indirect program successes that were reported by Clean Cities.

A Growing Number of Clean Cities

Since its start in mid 1993, the Clean Cities Program has experienced continuous growth in the number of participating cities, as seen in the following graph. There are currently 48 designated Clean Cities (see list on page 14) spanning the country from Honolulu to Boston to the Florida Gold Coast, encompassing a population of more than 70 million. They range in size from Norwich, Connecticut, with a population of 38,000, to the Southern California Association of Governments, which represents 185 cities in six counties and a population of over 15 million.

This growth in the number of Clean Cities, as well as the expansion of the alternative fuel vehicle (AFV) population in existing Clean Cities, reflects a strong interest in alternative fuels -- by local governments, by fuel and vehicle providers, and by fleet operators.



The number of Clean Cities nationwide continues to increase.

National Recognition

The American Lung Association awarded the **Sacramento** Clean Cities Program the "Clean Air Hero" award, based on the outstanding contributions the coalition has made to raising public awareness of clean air issues.

Finding Local Solutions

The Clean Cities departure from traditional "top-down" federal programs builds on local initiative, allowing individual cities to structure local programs that are targeted to the solution of local problems. Some of these novel approaches are noted below:

- The **Colorado Springs** Program classifies alternative fuels into two categories: commercialization and demonstration. Commercialization fuels include compressed natural gas (CNG) and propane; demonstration fuels include electricity, M-85, E-85, hydrogen, and hythane (a hydrogen-methane mixture).

- **Lancaster** included its Clean Cities in its "Blue Sky Project," which is a program focused on clean environment and improved transportation facilities, with an emphasis on AFVs, new technologies, and energy conservation.

- The **Paso del Norte** program is the first to have international participation. The program brings together representatives from El Paso County in Texas, Don Ana County in New Mexico, and Ciudad Jaurez in Chihuahua, Mexico.

- **Salt Lake City** Clean Cities stakeholders are participating on the State's Alternative Fuel Task Force to develop a statewide AFV plan.

Public Sector Fleets

A search of the Clean Cities Database uncovered 136 government entities -- city, town, or county -- which are potential fleet operators. They operate a variety of vehicle types, from compact sedans to heavy trucks. Some of these are described in the following paragraphs.

Postal Vehicles

The United States Postal Service (USPS) continues to demonstrate leadership in the development and use of alternative fuels and is continuing its efforts to create a cleaner and more energy conscious fleet. In **Denver**, for example, in 1995, the USPS converted 92 Long Life Vehicles (LLVs) to run on CNG, increasing the number of CNG vehicles in the Denver area to 232. The USPS in **Missoula**, converted one full-size van to operate on CNG. In **Louisville**, 84 LLVs were converted to CNG. In **Austin**, 97 postal vehicles were converted to operate on CNG.

Light Duty Vehicles

Local governmental agencies and local utilities are purchasing a variety of light-duty vehicles -- sedans, pickup trucks, and vans -- to satisfy a broad range of applications. The **Long Beach** Police Department is testing a dedicated CNG Ford Crown Victoria, a full-size car with an Ultra Low Emission Vehicle (ULEV) rating. The **Sacramento** Municipal Utility District recently purchased three flex-fuel sedans, bringing the number of methanol (M85) compatible sedans to 56, one-half of the fleet. Twenty flexible fuel vehicle (FFV) sedans, two CNG vans, and two electric S-10 pickup trucks were added to the University of California- Davis fleet. Montana Power (**Missoula**) operates 14 full-size bi-fuel pickup trucks and two bi-fuel sedans. Clean Cities Coalition members in **Atlanta** have been working closely with a local taxicab company to introduce a fleet of clean-burning NGV taxis prior to the 1996 Olympic Games. The Missouri Highway and Transportation Department in **St. Louis**, is using both CNG and propane to fuel the nine Motorist Assist vehicles operating in the area.

School Buses

The nation's first purpose-built electric school bus, shown below, was delivered to the Antelope Valley Schools Transportation Agency (**Lancaster)** in 1994. The agency has also applied for funding to add a hybrid electric bus to its fleet as well.

Electric school bus operated by the Antelope Valley Schools

Norwich is purchasing two electric and two natural gas school buses for service starting in the 1996-1997 school year. These will be the first alternative fuel school buses in the state.

The **Delaware** State Energy Office Demonstration Program is funding the incremental purchase price of three CNG school buses for a district in northern Delaware. The North Syracuse (**Central New York**) Central School District has purchased six new CNG buses, and the Syracuse City School District has purchased seven. The city's goal is to convert its entire school bus fleet (and transit bus fleet) to alternative fuels. The Kenmore School District (**Western New York**) operates two CNG buses, and plans to acquire more.

Transit and Shuttle Buses

Several local governments and transit authorities operate a number of alternative fuel buses. The city of Modesto (**San Joaquin Valley**) purchased two 23-passenger CNG buses and dedicated two electric buses for use in Yosemite National Park. The city of **Philadelphia** operates a fleet of ten CNG buses, known as *Downtown Phlash.*

Several transit bus properties in New York State, including two in Clean Cities, The Central New York Regional Transportation Authority (CENTRO) in Syracuse (**Central New York**) and the Niagara Frontier Transportation Authority (NFTA) in Buffalo (**Western New York**), have operated 13 CNG buses, like the one pictured below, since January 1993.

CNG Transit Bus Operated by Niagra Frontier Transit Authority

In the period from January 1993 through September 1995, the 13 buses (5 in Buffalo, 8 in Syracuse) traveled a total of 780,000 miles. Operating costs (data for CENTRO buses only) were comparable to those attained on the fleet's diesel buses and emissions were lower.

Sacramento operates one of the most successful CNG transit bus fleets in the Nation. With over 100 CNG buses, RT Metro provides clean bus service throughout the region and is also acquiring valuable data for other transit fleets. The fleet has traveled millions of miles and shown, on a daily basis, that CNG is a viable alternative fuel in today's transportation field. The Sacramento Regional Transit district has also purchased five battery-powered shuttle buses in order to operate a downtown shuttle service. Effective September 1995, the Massachusetts Bay Transportation Authority in **Boston**, is required to purchase only alternative fuel buses for its 1,009-bus fleet.

Airport Vehicles

Alternative fuel vehicles are also helping to clean up the air around the Nation's airports. **Denver** International Airport operates 350 NGVs and eight refueling stations. Five CNG vehicles support operation and maintenance fleets at the Ft. Lauderdale/ Hollywood International Airport on the **Florida Gold Coast**. Two electric vehicles are being added to the fleet. The **Pittsburgh** International Airport is conducting a two-year demonstration of a hybrid electric bus to transport passengers to and from long-term parking lots.

Heavy-Duty Vehicles

Local governments are also cleaning-up with AFVs. **Long Beach** operates ten CNG refuse haulers. San Jose (**South Bay**) operates four CNG street sweepers. The town of Tonawanda (**Western New York**) recently converted two large, heavy-duty sewer vacuuming machines (Vactors), shown in the accompanying photograph, to CNG.

CNG Vactor operated by the Town of Tonawanda

Vehicles on Military Bases

The military is also committed to the use of AFVs, and McClellan Air Force Base in **Sacramento** manages the largest operational electric vehicle (EV) fleet in the world, with over 60 vehicles in daily use. The fleet includes personal commute vehicles, compact sedans, pickup trucks, full-size passenger and cargo vans, 22-passenger shuttle buses, aircraft tugs, and other utility vehicles. The fleet logs over 60,000 emission-free miles annually, reducing vehicle source emissions by over 35.5 tons annually.

Vehicle and Fuel Suppliers Display Interest in Program

The following examples show how AFV manufacturers and fuel providers are involved in local Clean Cities coalitions.

Vehicle Suppliers

Ford Motor Company and Chrysler Corporation recently announced their lineup of 1996 model year AFVs. Both companies are pursuing Clean Cities markets, and targeted Clean Cities to introduce their new products. Ford pursued a national "rollout" strategy, introducing its vehicles in 36 cities, while Chrysler focused its introduction in two "Super Clean Cities," **Atlanta** and **Philadelphia**. This marks the first two partnerships between a "Big Three" automaker and Clean Cities Programs.

Clean Cities has also stimulated the demand for vehicles modified to operate on alternative fuels, providing opportunities for many independent vehicle converters and makers of conversion kits. One successful converter is Full Circle Engineering (FCE), a member of the **Denver** Clean Cities team since 1995. FCE specializes in natural gas conversions of light- and heavy-duty vehicles to CNG and LNG. In 1995, FCE converted 16 light-duty vehicles for Denver International Airport, 2 heavy-duty vehicles for Waste Management of Colorado, and several other light-duty vehicles. As part of its marketing efforts, FCE provides fleet analysis, training sessions, and educational seminars to explain the benefits of conversion to fleet managers.

Fuel Providers

The natural gas industry, through the Gas Research Institute (GRI) and several natural gas suppliers, is working toward building self-sustaining markets in several Clean Cities. GRI recently awarded funds to five Clean Cities to boost their NGV programs. These funds, along with funds from additional partners, will bring 250 additional NGVs and five fueling stations to **Coachella Valley**, Minneapolis, **Washington, DC**, **Atlanta**, and the State of Colorado (**Colorado Springs** and **Denver**).

Helping to make natural gas a readily available motor fuel are equipment suppliers, such as IMW Atlas, which manufactures natural gas compressors and refueling equipment. IMW, a stakeholder in the **Louisville** Clean City, successfully used the Clean Cities network to increase sales of its equipment, expanding from one client to more than a dozen across the U.S., several of which are transit systems located in other Clean Cities. IMW is also building public CNG refueling stations in Owensboro, Louisville, and Corbin, KY.

The Nation's corn growers have, for the past 5 years or so, worked to establish a market for vehicles to run on grain-derived ethanol fuel, and the Clean Cities Program has helped by building public awareness of E85 as a strong candidate for fleet use. (E85 fuel is a blend of up to 85% ethanol, the balance gasoline.) National and/or local corn growers organizations, involved in several Clean Cities Programs, are striving to achieve 250,000 E85 vehicles on the road by the year 2000. Ford Motor Company will manufacture up to 7,000 E85 and M85 (methanol) flexible fuel Taurus sedans in model year 1996, and General Motors has announced that it will make all of its model year 1997 four-cylinder light-duty pickup trucks E85-capable.

Infrastructure Development

Integral to the success of Clean Cities and the widespread acceptance of AFVs is the establishment of a self-sustaining, cost-effective AFV fueling and service infrastructure. Some of the Clean Cities successes in establishing a fuel service infrastructure are reviewed next.

New AFV Refueling Sites

The City of **Long Beach**, opened a truck-sized CNG fueling station with 90,000 standard cubic feet (SCF) of storage, two 90 SCF per minute natural gas powered compressors, and furnished with two high-flow dispensers, each with two hoses and a card reader. A CNG station was opened at Kirtland Air Force Base near **Albuquerque**. A public refueling station has been opened in **Norwich**, two in **Delaware**, one in **Austin**, one in

Philadelphia, three in **West Virginia** (Shinnston, Morgantown, and Fairmont), and two in **Louisville** (one within a mile of the international airport). Other Kentucky cities getting CNG refueling stations include Owensboro and Frankfort. The first public CNG refueling station near Milwaukee (**Wisconsin South East Area**) was opened, and a private CNG refueling facility near Interstate 44 in **St. Louis** is being upgraded to accommodate public use. A public CNG refueling station is under construction in **San Francisco**. The Florida State Department of Community Affairs awarded a grant to the City of North Bay Village (**Florida Gold Coast**) for a CNG refueling facility.

Sunoco has opened a propane refueling station in the Town of Braintree near **Boston**. This privately operated facility is the first fully accessible propane refueling facility in the Boston region.

Several Clean Cities are becoming "EV-ready" and addressing issues necessary to support the future growth in the population of electric vehicles. **Sacramento** is a good example of a city committed to building an EV infrastructure. The local utility has placed EVs with 80 organizations through its loan program and opened 29 public EV charging locations. **Lancaster** will also become an Electric Vehicle Model Community when it completes installation of six public recharging stations, four of which will be open to the public at highly visible locations, such as City Hall and regional shopping centers. Municipalities in the **Boston** area which are acquiring EVs will receive infrastructure to support off-peak electric recharging facilities.

AFV Technician Training and Certification

Safe and efficient operation of AFVs requires trained mechanics and technicians. One of the first AFV training programs began in 1991 at Santa Fe Community College's Alternative Fuels Vehicle Training Center. The **Albuquerque** Technical Vocational Institute has developed an NGV technician training curriculum in partnership with Santa Fe Community College. Gateway Community College in **Norwich** offers programs in AFV technology as part of its core curriculum. Future AFV technicians are also being trained at The Advanced Transportation Technology Center at **Long Beach** Community College and the Alternative Fuels Vehicle Technology Center at West Virginia University in Morgantown (**West Virginia**).

Increasing the Public's Interest in AFVs

Workshops for fleet owners and managers, focusing on the requirements of the Energy Policy Act of 1992 (EPACT), types of AFVs available, government regulations, and financial incentives have been conducted in **Denver, Albuquerque**, **Austin**, **Washington, DC**, and **Portland.**

Baltimore, is developing a *Chesapeake Bay Alternative Fuel Sourcebook* to provide up-to-date information on Maryland's AFV incentives, Clean Air Act Amendments, and EPACT requirements. The **Boston** Metropolitan Area Planning Council has made background information on the Clean Cities initiative available electronically to cities and towns throughout Massachusetts, and plans to go online with its own Internet connection. Internet home pages are also being developed for the **Atlanta**, **Wisconsin South East Area** and **Denver** Clean Cities Programs.

The California Energy Commission (**Lancaster**) recently published a very useful document, *The ABCs of AFVs - A Guide to Alternative Fuel Vehicles*. An article written by Kenneth McCoy of the Antelope Valley Schools Transportation Agency, "Alternative Fuels: Plain and Simple," was published in the July 1995 issue of *Natural Gas Fuels* magazine. The Greater **Philadelphia** Clean Cities Program has published and distributed two newsletters and facilitated publication of news articles highlighting AFVs and Clean Cities in area newspapers. The **Wisconsin South East Area** Clean Cities Coalition distributes a quarterly newsletter to its members, providing up-to-date information on program activities, upcoming events, new

members, committee reports, legislation, etc. A membership directory, providing a comprehensive list of program participants, is also available in both hard copy and on diskette.

Washington, DC, sponsored a Clean Car Day on the Mall in Washington to draw attention to the positive impact clean vehicles have on air quality, health, and the economy. A Clean Alternative Fuel Vehicle Caravan, held in **Philadelphia**, featured representatives from DOE, the Environmental Protection Agency, and various energy suppliers to discuss the technology of alternative fuels. More than 50,000 people saw light-duty vehicles powered by electricity, methanol, and propane, decorated to represent Santa's reindeer, and an electric bus, representing Santa's sleigh, as part of the **Honolulu** City Lights Christmas parade. The vehicles drew considerable spectator interest during a post-parade display session.

Students in **Norwich** schools are taking a series of field trips to visit AFVs operated by the Norwich Department of Public Utilities. Educational materials were distributed throughout the schools for parents and students. ‘

Goals and Future Activities

Not satisfied with their past successes, members of Clean Cities Coalitions continue to conceive of new ways to champion the cause of alternative fuels, familiarize the public with their environmental and economic benefits, and foster the development of a sustainable alternative fuel transportation system.

Coalition Goals

The **Philadelphia** Coalition is planning to produce a film about the Clean Cities Program and Process. Residents of **Wisconsin South East Area** will have access to the latest alternative fuels information in a new Reading Room Library. Literature will be available from member companies and agencies, and the University of Wisconsin will provide technical papers to interested parties. Information on current legislation and tax incentives, alternative fuel directories, company brochures, and subscription information will also be available.

A fuel-neutral education program for middle schools, including teacher workbooks and student activity books, will be developed by the **Florida Gold Coast** Coalition. Development of curriculum materials will also be undertaken in **St. Louis**.

Clean Corridors

The Clean Cities Program recognizes the need for ***Clean Corridors*** and will build links between existing Clean Cities to insure that refueling facilities will be available for regional transport. The CNG refueling stations in **Louisville**, Owensboro, and Frankfort provide Kentucky with an interstate CNG refueling network.

The **Albuquerque** Coalition plans to develop a non-profit corporation to undertake Clean Cities activities in a larger, corridor-type approach. They plan to explore the creation of a Clean Corridor with El Paso (**Paso del Norte**), **Colorado Springs**, and **Denver** Clean Cities coalitions. Members of the **Western New York** Coalition want to ring the area with alternative refueling sites to allow commerce from all parts of the U.S. and Canada to travel the roadways in the area with refueling confidence.

Clean Airports

Airports are important centers for commercial activity, boosting local economies through employment and business opportunities. Airports are also a focal point of significant transportation fuel use, in a highly concentrated area.

Recognizing the fact that by working with airports, additional progress can be made to promote a community's use of alternative fuels, the Department of Energy's Clean Cities Program is targeting small, local airports to encourage and facilitate aircraft conversion to alternative fuels and the use of alternative fueled ground vehicles. This new initiative is called the Clean Airports Program. It is based on DOE's successful Clean Cities Program. ‘

Obstacles Overcome by Clean Cities Coalitions

Clean Cities Programs have met and overcome numerous obstacles in achieving their successes. Some of these obstacles, and the techniques used to surmount them, are reported below. Suggestions from Clean Cities Coalition members on assistance DOE can provide are included.

Availability and Cost of AFVs

Several Clean Cities Coalitions report that a major obstacle to the more widespread introduction of AFVs, especially in private fleets, has been the lack of original equipment manufacturer (OEM)-certified vehicles at a reasonable price. Even vehicle conversion kits are expensive, with kits for converting from gasoline to CNG, for example, costing $4,500 to $5,500 per vehicle. In these times of restricted budgets, private fleets are reluctant to spend this money without clear guidelines and regulations from DOE. As a result, large private fleet owners appear to be waiting until mandatory EPACT compliance dates draw near.

In the interim, Clean Cities Coalitions are active in helping fleets locate and acquire government funds to assist in the purchase/conversion of AFVs. For example, the **San Joaquin Valley** Clean Cities Coalition submitted joint proposals with 16 coalition members for funding from the San Joaquin Valley Unified Air Pollution Control District. Over 50% of the $4.7 million awarded went to AFV projects, including $925,000 to coalition members for 5 public CNG stations and over 200 vehicle conversions. Coalition members received 2.6 times more money than non-members, demonstrating that the Clean Cities Coalition enhanced both the rate of project approval as well as the funding level. The **Wisconsin South East Area** Coalition helped 40 municipalities win awards from the Local Government Alternative Fuels Program totaling $775,000, to cover the additional cost of 355 AFVs.

A combination of government and private-sector money is available through the Colorado (**Denver**) Governor's Office of Energy Conservation. A Conversion Incentive Fund was created in 1995, in collaboration with 7 private sector partners who contributed $500,000, matching the state's contribution. Individuals and companies can receive up to one-half the cost for converting OEMs fueled by CNG, propane, or electricity, using either an after-market conversion kit or a factory produced system.

Coalitions are also helping obtain funds from private sector entities to assist in the acquisition and/or conversion of AFVs. The Texas Alternative Fuels Council (**Paso del Norte**) provided $20,000 in grants to non-profit agencies for vehicle conversions.

Suggestions from the Clean Cities on additional things DOE can do to alleviate the problems with availability and cost of AFVs include:

- Provide information clarifying existing and pending EPACT and Clean Air Act mandates.
- Provide timely information regarding funding sources and grant possibilities, even outside the DOE.
- Share information on how Clean Cities are successful in soliciting funding from private sector sources.
- Share information about funding strategies, i.e., what strategies have and have not worked.

Inadequate Refueling Network

The lack of a public-access refueling network is also cited as a barrier to the growth of AFVs, especially in smaller, private sector fleets. Major fuel providers are not willing to commit to the development of a public refueling infrastructure until more favorable

market conditions exist. The major issue, again, seems to be funding, and the suggestions presented above apply here as well.

Local Laws and Regulations

Local fire department rules previously banned certain AFVs -- particularly those fueled by CNG and LPG -- from traveling through **Boston**'s extensive network of tunnels and underpasses. Without clearance to use these tunnels, the Federal Highway Administration (FHWA) would not allow the use of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for the purchase of such vehicles. The Greater Boston Clean Cities Initiative assisted the Commonwealth of Massachusetts, the State Fire Marshall, and the Boston Fire Department in reaching an agreement to lift the ban. In **Lancaster** it was necessary to amend zoning ordinances and building codes to allow for installation of EV recharging facilities within the city.

Complacent Private Sector Fleet Operators

While the Clean Cities Program continues to experience growth in the number of municipalities applying for the Clean Cities designation, new stakeholders are largely government agencies which operate fleets, vehicle suppliers and converters, and fuel providers. Several coalitions report difficulty interesting private sector fleet operators to join Clean Cities partnerships, even if they already operate AFVs. It has been suggested that these fleet operators may not perceive or believe that EPACT requirements compel their compliance. Baltimore, Denver, Honolulu, and others have attempted to combat this complacency by providing these fleet operators with information on state and federal laws and incentives for AFVs. This information has been provided in mailings as well as in informational meetings that cover not only EPACT requirements, but penalties, as well. Suggestions to stimulate the interest of private sector fleet operators in the Program include:

- An early decision by the Secretary of Energy on the Model Year 1999 purchase rules.

- After the final rules on private sector fleet AFV requirements are promulgated, DOE should devote significant resources to notify the public of the recommendations and requirements embodied in these rules.

Other

Other suggested ways that DOE can promote the growth of the Clean Cities Program, help existing Clean Cities broaden their list of activities, and further educate the public regarding the benefits that AFVs can bring to the Nation's environment and economy include:

- Provide information packets explaining the purposes and benefits of the Program to aid in soliciting new stakeholders.

- Provide and maintain an up-to-date list of AFV projects in all Clean Cities, along with contact persons, in order to facilitate sharing of information and experiences.

- Provide educational material for primary and secondary schools.

- And, last, but not least, provide funding to help defray the cost of support staff and other administrative costs.

Responses to Common Questions and Concerns from Clean Cities Coordinators

While reviewing the latest round of Success Stories submissions, we noticed several questions and concerns that were raised by several Clean Cities Coordinators. The following are our responses to these common concerns.

Funding for Clean Cities

Funding was a major concern expressed by many Coordinators. Specifically, money is needed to help pay for:

- Staff
- AFV projects
- Program administration
- Incidental expenses.

The National Clean Cities Program generally does not direct funding to local Clean Cities Coalitions. We have put together the *Clean Cities Guide to Alternative Fuel Vehicle Incentives and Laws* to help you find funding sources for AFV projects. In addition, projects involving Clean Cities receive special consideration for other DOE grant programs for AFVs.

Several Coordinators wanted information on applying for grants. At the Clean Cities Conference in Atlanta, we held a session on fundraising to help address these concerns. At that session, we discussed using the Foundation Center as a resource. The Foundation Center is an organization that has a wealth of information on organizations that offer grants. For more information, contact Marcy Rood at (202) 586-8161.

Many Clean Cities Coalitions have developed their own creative financing within their local Coalition to pay for staff and operating expenses. The *Clean Cities Troubleshooting Guide* contains some excellent examples of how some Clean Cities have addressed their funding needs. For a copy, call the Clean Cities Hotline at (800) CCITIES.

AFV Curriculum

Several Coordinators asked about the availability of curriculum materials on AFV issues. The National Clean Cities Program is supporting an effort to educate students about AFVs through the National Energy Education Development (NEED) program. For additional information, contact Marcy Rood at (202) 586-8161.

Marketing and Public Relations

In your Success Stories, many Coordinators asked for assistance and information regarding marketing and public relations. The *Clean Cities Communicator* newsletter is a response to these requests. The *Communicator* is designed to inform you about successful marketing activities of other Clean Cities, and to provide ideas and assistance for your own public relations efforts. For more information, contact Alan Smith at (910) 256-1276.

Clean Cities Web Pages

Several Clean Cities Coordinators expressed a need to link their Local Web Pages to the National Clean Cities Web Page. Other Coordinators wanted more information on local Coalitions to be available on the Internet. As more Clean Cities develop World Wide Web Home Pages, we will add a section of the Clean Cities Home Page that will provide links to the Web Pages of local Clean Cities Coalitions.

The Clean Cities Hotline is Here for You

Several Clean Cities Coordinators expressed questions and concerns in their Success Stories that could be answered by a phone call to the Clean Cities Hotline. Many of these were requests for information such as:

- Updates on Federal AFV programs
- Reports on benefits of clean air
- Latest OEM offerings of AFVs by the

major automakers.

All of this information can be obtained by calling the Clean Cities Hotline at **(800) CCITIES**. If the National Clean Cities Program isn't sending you the information you need, call the Hotline and ask for it. The Clean Cities Program established the Hotline to provide you with the resources and information you need on alternative fuels.

Fuel Neutrality in Clean Cities Coalitions

A number of Coordinators had concerns about the Clean Cities policy on fuel neutrality as it applies to local Coalitions. While the National Clean Cities Program is fuel neutral, some local Clean Cities Coalitions seem to favor one alternative fuel over the others. Local conditions, laws, and infrastructure development provide an advantage to certain fuels in certain areas. For example, in an area that already has refueling sites for propane vehicles, but nothing yet for any of the other fuels, the local Clean Cities Coalition will probably favor propane at first. It is okay if your Clean Cities Coalition tends to lean toward one particular fuel, as long as you take care not to exclude the other fuels. The National Clean Cities Program will remain staunchly fuel-neutral. However, one of the strengths of the National Program is that it allows for varying regional approaches based on local needs and resources.

Clarification of the Energy Policy Act

Obtaining up-to-date information on the Energy Policy Act (EPACT) was a concern expressed in the Success Stories. DOE has issued the final rule on AFV mandates for state fleets and fuel providers. A "Cliff Notes" summary of this rule has been published and is available from the Clean Cities Hotline. For more information, contact Ken Katz at (202) 586-6116.

Mailing List Update and AFV Survey

With the last round of Success Stories requests, the National Clean Cities Program sent out two other projects for Coordinators to update: the Clean Cities Database and Mailing List; and an Alternative Fuel Vehicle Survey. These two projects are very important, and we would like to thank all of the Coordinators who have completed them.

An up-to-date database and mailing list for each local Clean Cities Coalition will greatly improve the outreach ability of the National Clean Cities Program. The Alternative Fuel Vehicle Survey provides information on vehicles operating on alternative fuels in the Clean Cities. The total number of AFVs reported by all of the Clean Cities is an important measurement statistic that we use to report on the progress of the National Clean Cities Program. The completed survey forms will make this information as accurate as possible.

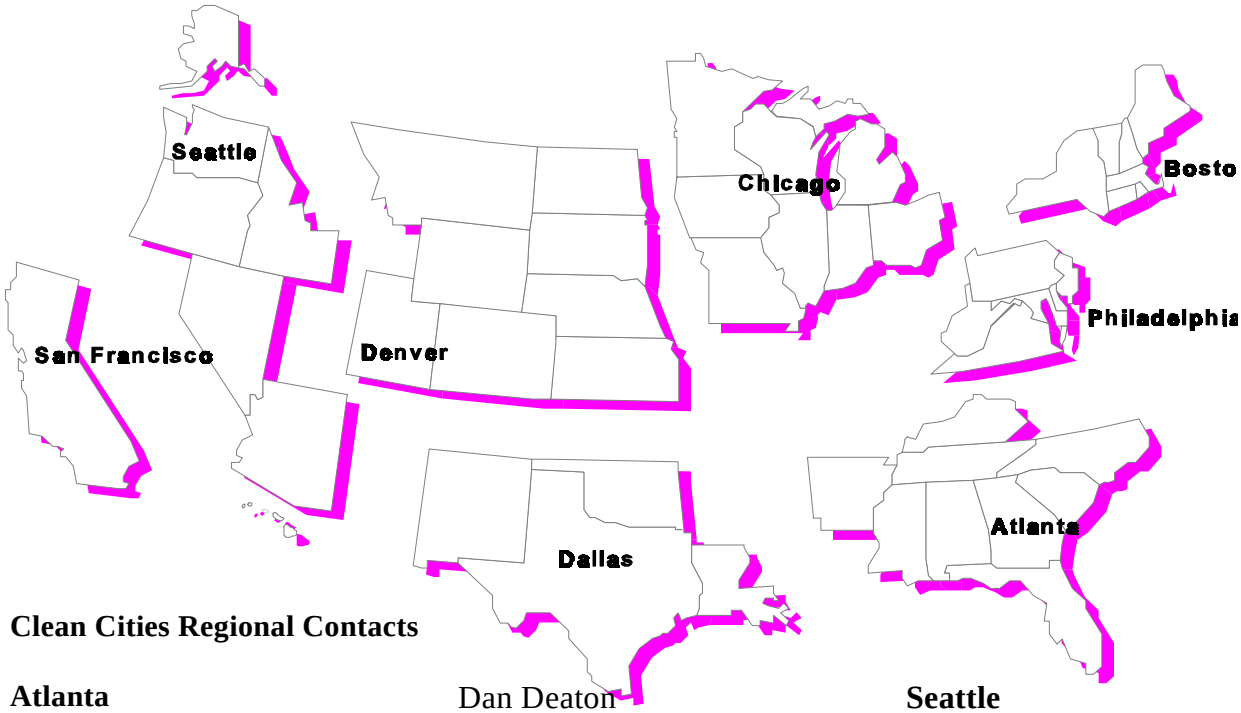
We will be sending another copy of these projects to the Coordinators who have not yet submitted them to the National Clean Cities Program. If you receive this request, please take time to complete the document and send it back to us at:

U.S. Department of Energy
Clean Cities Headquarters, EE-34
1000 Independence Ave, SW
Washington, DC 20585

New Clean Cities Regions

Many Clean Cities Coordinators expressed concern and confusion over the closing of several DOE Regional Support Offices. Hopefully, everyone has already figured out the changes by now. Officially, the Department of Energy now has six Regional Support Offices: Boston, Philadelphia, Atlanta, Chicago, Denver, and Seattle. The Clean Cities Program also has two additional regional offices, one in San Francisco and one in Dallas. The map below shows the new Clean Cities Regions.

CLEAN CITIES Regions



Clean Cities Regional Contacts

Atlanta
(AL, AR, FL, GA, KY, MS, NC, SC, TN, PR, VI)
Steve Hortin
(404) 347-2039
Angela Young
(404) 347-7143

Boston
(CT, MA, ME, NH, NY, RI, VT)
Noel Clay
(617) 565-9716

Chicago
(MI, MN, MO, OH, IN, IL, IA, WI)
Melinda Latimer
(312) 886-8542

Dallas
(NM ,OK ,TX, LA)
Dan Deaton
(214) 491-7276

Denver
(CO, KS, MT, ND, NE, SD, UT, WY)
Earnie Oakes
(303) 275-4817

Philadelphia
(MD, DC, DE, PA, NJ, VA, WV,)
James Ferguson
(215) 656-6977
Patricia Starkey
(315) 656-6966

San Francisco
(CA)
Clara Chun
(510) 637-1943

Seattle
(AK, AZ, HI, ID, NV, OR, WA, GU, AS)
Roxanne Dempsey
(206) 553-2155

DOE CLEAN CITIES

	Clean City	Designation Date
1.	Atlanta, GA	September 8, 1993
2.	Denver, CO	September 13, 1993
3.	Philadelphia, PA	September 22, 1993
4.	Wilmington, DE	October 12, 1993
5.	Las Vegas, NV	October 18, 1993
6.	Washington, DC	October 21, 1993
7.	Boston, MA	March 18, 1994
8.	Austin, TX	April 18, 1994
9.	Florida Gold Coast	May 5, 1994
10.	Chicago, IL	May 13, 1994
11.	Albuquerque, NM	June 1, 1994
12.	Wisconsin South East Area	June 29, 1994
13.	Colorado Springs, CO	July 13, 1994
14.	Long Beach, CA	August 31, 1994
15.	Lancaster, CA	September 22, 1994
16.	Salt Lake City, UT	October 3, 1994
17.	White Plains, NY	October 4, 1994
18.	Baltimore, MD	October 7, 1994
19.	Louisville, KY	October 18, 1994
20.	Rogue Valley, OR	October 18, 1994
21.	West Virginia	October 18, 1994
22.	Sacramento, CA	October 21, 1994
23.	Oakland, CA	October 21, 1994
24.	San Joaquin Valley, CA	October 21, 1994
25.	San Francisco, CA	October 21, 1994
26.	South Bay (San Jose), CA	October 21, 1994
27.	Western New York	November 4, 1994
28.	Portland, OR	November 10, 1994
29.	St. Louis, MO	November 18, 1994
30.	Norwalk, CT	November 21, 1994
31.	Waterbury, CT	November 21, 1994
32.	Norwich, CT	November 22, 1994
33.	New London, CT	November 22, 1994
34.	Peoria, IL	November 22, 1994
35.	South West Kansas	March 30, 1995
36.	Central New York	June 15, 1995
37.	Dallas-Ft. Worth, TX	July 25, 1995
38.	Honolulu, HI	August 29, 1995
39.	Missoula, MT	September 21, 1995
40.	New Haven, CT	October 5, 1995
41.	Central Arkansas	October 25, 1995
42.	Paso del Norte	November 17, 1995
43.	Pittsburgh, PA	December 5, 1995
44.	So. California Assoc. of Governments	March 1, 1996
45.	Los Angeles, CA	March 22, 1996
46.	Coachella Valley, CA	April 22, 1996
47.	Weld/Larimer/RMNP, CO	May 21, 1996
48.	Central Oklahoma	May 29, 1996